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BIRDS EYE VIEW OF CHAUDIERE FALLS.

HUNTER'S
OTTAWA SCENERY,

Lithographed by J. H. Bufford. Boston.

in the vicinity of
Ottawa City, Canada.

Published by Wm. S. Hunter Jr. Ottawa City, Canada West, 1855

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PREFACE.

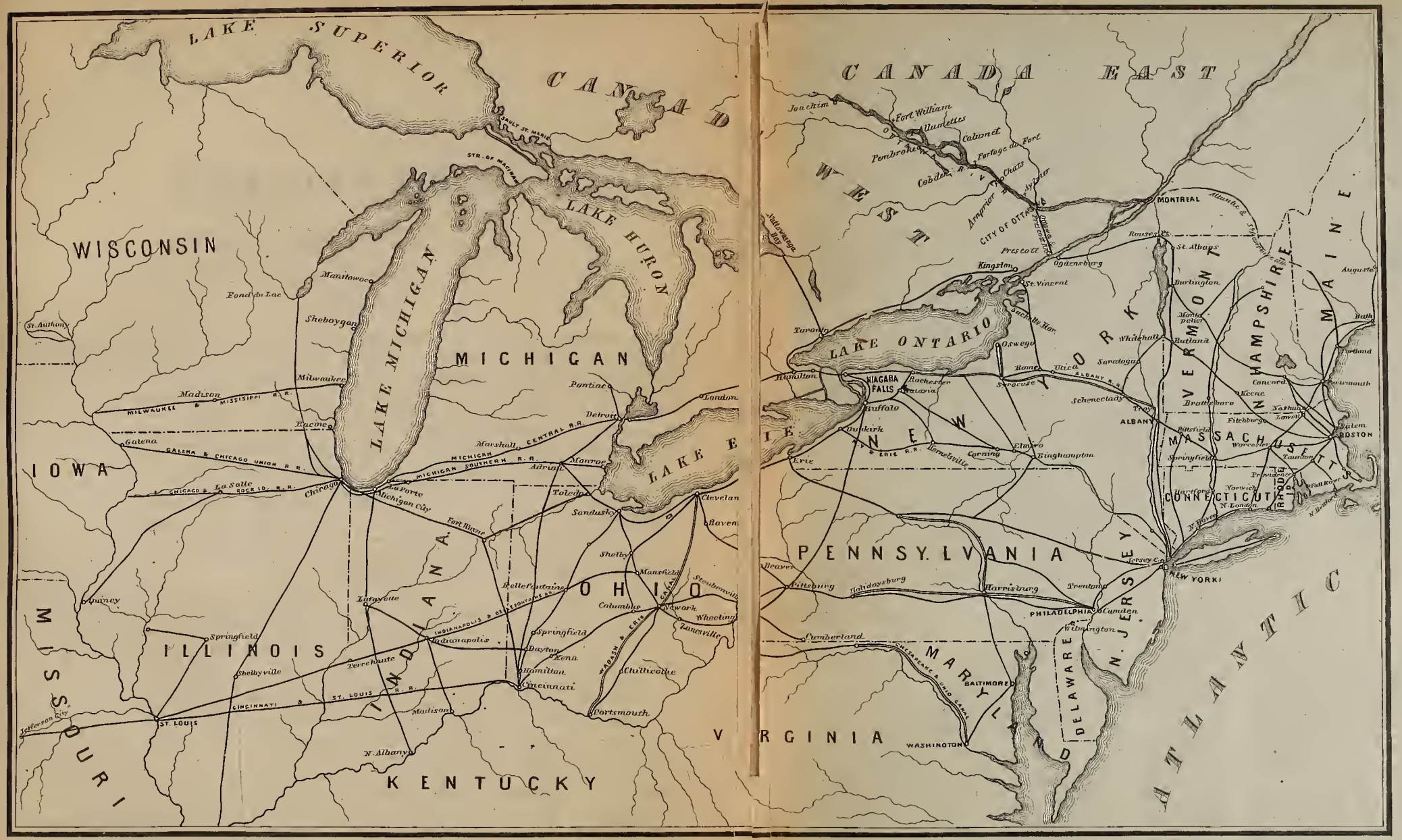
The River Ottawa offers, to the observation of the tourist, objects of the wildest and most romantic interest; there is the mighty Cataract and the silent, sleeping Lake; the stupendous work of the highest art, and the rude simplicity of the roughest shanty; there is the dense forest and the light grove; Nature, in all her varied phases; the work of man in its simplest and its loftiest development. The Ottawa country is little known; but no man visits its magnificent scenery, no man begins to understand its enormous resources, without an expression of admiration at the one and surprise at the other; well, indeed, did the red men, who in ages past gave it its christening name, call it, in their beautiful and harmonious language, the "Great River."

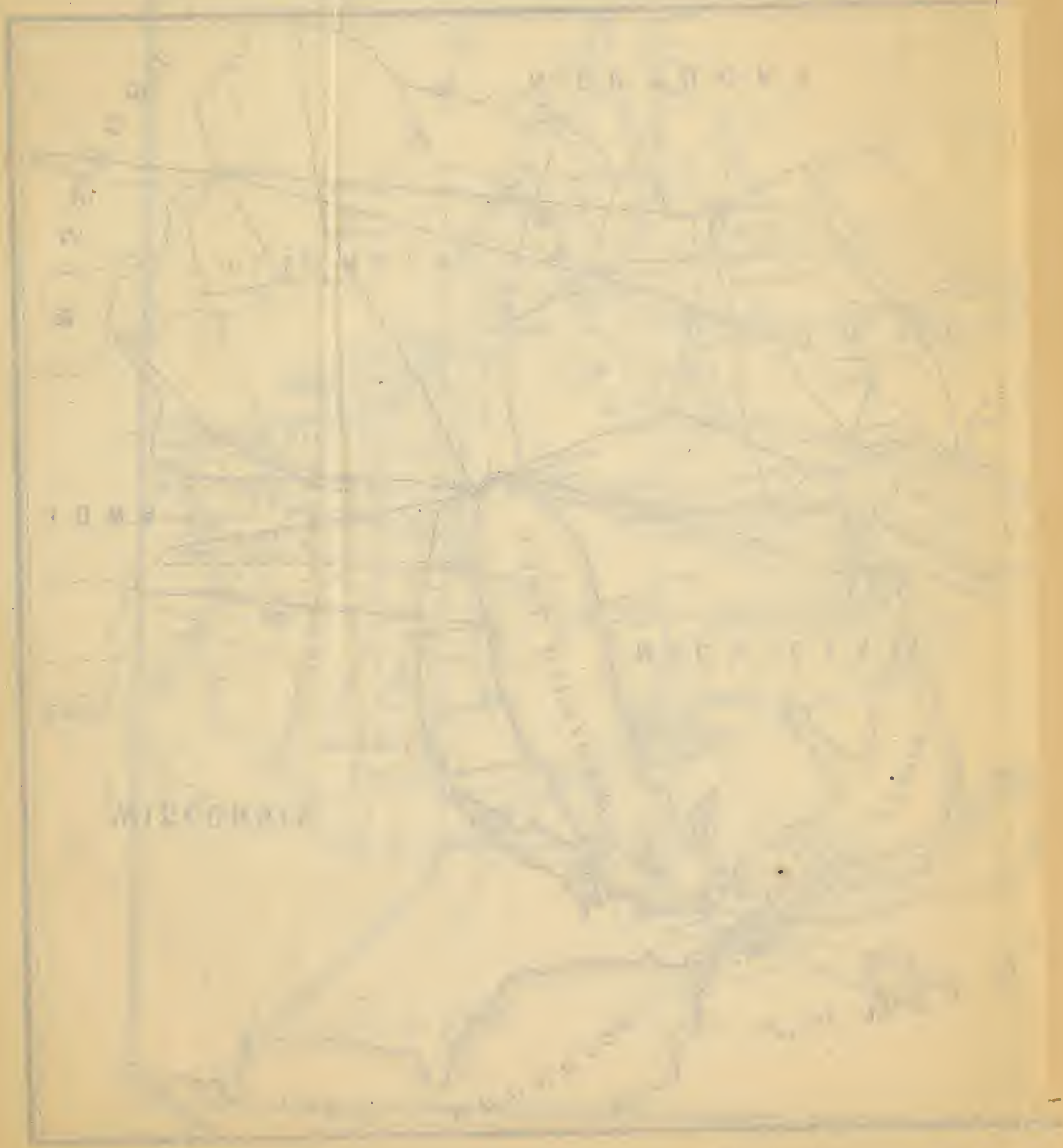
The Ottawa is the most picturesquely beautiful of all the rivers of Canada, and in its further northern course is very little known. Few, but those adventurous souls, the voyageurs of the great Fur Companies, or the Lumbermen, and they only recently, have penetrated to the head of Lake Temiscamingue; few have seen the gigantic masses of rocky cliff, towering up a thousand feet toward the skies, that border the Lower Canada shore; few have looked on the foaming torrents and furious rapids over which the gallant raftsmen steer their timber for the markets of the Old World. But the Ottawa is being opened up, and "outside barbarians" are prying into its mysteries. It is our pleasure to be the pioneer, artistically, in opening to the world a few of the beautiful views in the immediate vicinity of the City of Ottawa. They speak for themselves, and while the artist willingly admits that no pencil can do justice to the variety, the beauty and sublimity of the subject, he ventures to say that his portraiture is faithful; if he has erred at all, it is not on the side of exaggeration.

A slight sketch of the history of the City of Ottawa, of its trade and increasing importance, has been introduced into the letter-press accompanying the views; this will be interesting to the tourist, and may induce readers at a distance, who have never visited the Ottawa, to come and do so; the artist knows that they will not be disappointed.

W. S. HUNTER, Jr.

MAP OF RAIL ROAD ROUTS TO THE CITY OF OTTAWA C.W.





THE OTTAWA.

CHAPTER I.

GENERAL SKETCH.

That portion of British North America which is drained by the River Ottawa, and its numerous tributaries, has been little visited by the people of the United States or other countries, and, indeed, is not very well known to the two millions and a half of Queen Victoria's own North American subjects. The great valley, or basin, of the Ottawa, lies in the very centre of Canada, the river, itself, dividing Canada East from Canada West, and including nearly one-fourth of its whole territorial extent. This valley, exclusive of the Isle Jesus and Isle Montreal, contains, in round numbers, an area of eighty thousand square miles, and furnishes a very large and valuable portion of Canadian exports.

It is a singular fact, that though the Imperial Government is well aware of the commercial importance of this great tract of country, it has hardly been noticed in recent geographical and statistical works published in Great Britain.

The word "Ottawa" is Indian, and is pronounced with the accent on the second syllable, "Ot-taw-wagh," and by the French Canadians, to this day, is spelled, "Outaouais;" the word means the "human ear," but why it was given to this noble river is a mystery which, in all probability, will never be unravelled. On this river there lived, years ago, a tribe of Indians, a branch of the great family of the Algonquins, bearing the same name, the "Ottawas;" between the Algonquins and the confederated cantons of the Five Nations, called by the French, the "Iroquois," there was continual war, and the Ottawas were driven from their hunting grounds in the Ottawa Valley, and retired to the lands bordering on Lake Huron; a few families of this once powerful tribe are still living on the Great Manitoulin Island. It may be observed, that by the Indians still frequenting this valley, the Ottawa is always spoken of as the "Kitchè-sippi," or Great River, "sippi," or "sibbi," meaning *River* in the language of the Iroquois, as Missis-sippi, Manya-sippi, Keepaw-a-sippi, and many others. It is a soft and pleasing word, and it is a matter of deep regret that many more beautiful Indian words have not been retained as the designations of various Canadian localities; it is a very questionable taste, that importation of the names of European Cities, Lakes, and Rivers. What can be more absurd than to call a collection of wooden shanties, Athens! or Palmyra? The Indian names are generally very euphonious, and are, in most cases, descriptive of the peculiar locality to which they are applied; thus, Toronto means "trees growing out of the water," and is surely more pleasing to the ear, and more appropriate in itself, than "Little York," the name given to Toronto by the earlier settlers.

The source of the River Ottawa is supposed to be in about the forty-ninth degree of North Latitude, and seventy-sixth degree of West Longitude, and the river winds in a south-westerly course through the far off forest solitudes known, among Europeans, only to the scattered agents of the Hudson's Bay Company, which lie on the slopes of the highlands that separate its waters from those of Hudson's Bay. During this course it receives many tributaries, and expands into large lakes, one of which, if Indian

rumor is to be trusted, is nearly as large as Lake Huron. At about three hundred miles from its probable source, and four hundred and thirty from its mouth at Bout de l'Isle, below Montreal, the River Ottawa expands into a long narrow Lake, bearing the Indian name Temiscaming, and turning nearly at right angles to its former course, extends south by east for sixty-seven miles unbroken by fall or rapid.

From the point at which the Ottawa expands into Lake Temiscaming, its course has been surveyed and is well known; commencing from this point, the first tributary which the Ottawa receives, is La Riviere Blanche. This stream runs in a northerly direction for about ninety miles, but is little known. A little to the south and west of the outlet of the Blanche is the Ketacumnaw, a small stream, having a north-westerly course, and appearing to be about forty miles in length.

The next tributary on the south, or Upper Canada bank of the Ottawa, is the Montreal River, its mouth being thirty-four miles below that of the Blanche; the course of the Montreal is about one hundred and twenty miles, north-west, and it communicates with Lake Temangamingue; this lake communicates with Lake Nipissing by Sturgeon River. The whole country between Lake Nipissing, the River Montreal and the River Ottawa, is intersected by chains of lakes of various sizes, all communicating together.

The next tributary, on the opposite, or Lower Canada side, is the Keepawa-sippi, six miles lower down. This is, at present, the mysterious river of Canada; as mysterious as the sources of the Nile or the Niger. All we know is, that it proceeds from a large lake, known as Lake Keepawa; that when it leaves this lake it is three hundred feet wide, and very deep, flowing with a slow and noiseless current. Between this lake and the mouth of the river, very little is known of its course. The difference in level between this river and the Ottawa has been variously estimated, some people saying that at a short distance from its mouth, there is a cascade of a hundred and twenty feet in height; the writer passed the mouth of the Keepawa, at about half a mile distance, but saw nothing of any such cataract, nor heard any thing like the roar, which the fall of such a vast body of water would certainly occasion. This river, and the lake from which it proceeds, are connected with a chain of smaller lakes, from one of which proceeds the River Du Moine, which discharges itself into the Ottawa a hundred miles lower down; the Du Moine is a hundred and fifty feet wide at its exit from the Keepawa lakes, and its course in one direction, and that of the Keepawa-sippi in another, from a common origin, present a phenomenon similar to the connection of the Orinoco and Rio Negro.

At the outlet of Lake Temiscaming is the Long Sault Rapid, six miles in length, and succeeded by another beautiful expansion of the Ottawa known as the Seven League Lake; into which the Antony, a small stream, empties itself, on the south side; and is succeeded by a formidable rapid, the Montagne, and that at a short distance by another dangerous rapid, the Des Erables; at the foot of this rapid on the north side, the River Nottawissi discharges itself with a fall of fifty feet, and a volume of water equal to that of the celebrated Montmorenci Fall, at Quebec.

The next rapid is the Cave or Cellar; then comes the Matawan, just above the mouth of the river of the same name. This river runs in a westerly direction, and is separated by a short portage only from Lake Nipissing; this is the route taken by the officers and voyageurs of the Hudson Bay Company in going to the far West, and is the shortest and most direct route from Lower Canada and the Eastern States of the American Republic to Lake Superior and the Pacific Ocean. This river, Lake Nipissing, and French River, directly connect the Ottawa with Lake Huron, and in this direction, eventually, will pass, by railroad or canal, the whole traffic between the seaboard of the north-western United States and the great Lakes, and so ultimately to the Pacific.

The next rapid is the Leveille, followed by the Trou, at the head of which, on the North, is the mouth of the Magna-sippi, a small stream, and the Rapid Deux Rivieres, which has three distinct falls. This rapid is succeeded by the formidable falls known as the Rocher Capitaine, in which also there are three falls; the central fall in its wild and picturesque grandeur, its great extent, the rugged masses of rock by which the water is broken, and the great velocity of its dark and deep current, presents one of the most magnificent views on the river.

Below the Rocher Capitaine, on the north side, is the mouth of Bear River, and three miles below that, on the same side, the mouth of the Du Moine; on

the south side are the mouths of Grant's Creek and Bennett's Creek, and then we have the Rapid Deux Joachim. This is a tremendous rapid, through which no cribs of timber can pass without being smashed to pieces; in order to avoid this rapid, the Provincial Government constructed slides and dams at a very considerable expense. Here, close by the rapid, on a point which projects into the river, at the head of a long and splendid "reach" of the Ottawa, known as Deep River, stands one of the most comfortable Hotels in Canada, built by Mr. Tiberius Colton, as it may be called, on the verge of civilization, for this is the furthest point on the Ottawa to which a mail bag is sent; during last year, a steamer was built at Pembroke and now navigates twice a week between that place and Mr. Colton's establishment at the Deux Joachim, and we do not advise tourists who are particular about their personal comforts to go any further; the progress can be only accomplished by a canoe, and the numerous rapids, compelling frequent portages, make further travel upward a work of some labor, but for those who are fond of adventure and excitement nothing could be more desirable. The view from the point on which Mr. Colton's Hotel stands is one of the finest in Canada; the river runs in a perfectly straight direction for forty-three miles, south-east, bounded on the north side by a high mountain chain, partially wooded, and on the south by a richly wooded, and gradually ascending range of hills, resembling the "palisades" on the Hudson River.

From the entrance of the Ottawa into Lake Temiscaming, to the end of that expansion, is sixty-seven miles; the Long Sault Rapid is six miles; Seven League Lake is seventeen miles; and then the succession of rapids to the Deux Joachim about fifty miles; the total distance from the foot of Lake Temiscaming to the City of Ottawa being about two hundred miles.

From the foot of the Deux Joachim Rapids to the foot of Upper Allumette Lake, another expansion of the Ottawa River, two miles below the village of Pembroke, is an uninterrupted reach of deep and navigable water, bounded by mountains on the north side, a thousand feet in height, while the Allumette Lake is studded with innumerable beautifully wooded Islands, the whole scene far surpassing in grandeur the celebrated Thousand Islands of the River St. Lawrence.

Passing the short Rapid of Allumette, and turning northward round the lower end of Allumette Island, which is fourteen miles long, and eight wide, and then turning to the south-east, we enter another expansion of the Ottawa, passing under the name of Lake Colonge, at the end of which the channel is again divided by Calumet Island, in all a reach of navigable water for fifty miles. The mountains which border Lake Colonge on the north rise to an apparent height of fifteen hundred feet, and the scenery generally is very beautiful and varied.

In the Upper Allumette Lake, on the Upper Canada side, is the mouth of the Petawawee, one of the largest and most important tributaries of the Ottawa, being amply provided with the finest timber, one hundred and forty miles in length, and draining an area of two thousand two hundred square miles; nine miles below this, on the same side, is the mouth of Indian River, a small stream.

At the head of Lake Colonge, on the north side, is the mouth of the Black River, one hundred and thirty miles in length, and draining an area of one thousand one hundred and twenty square miles; and nine miles lower, on the same side, is the mouth of the Colonge, believed to be one hundred and sixty miles in length, draining an area of one thousand eight hundred square miles. Both rivers produce the finest pine timber.

From the head of the Calumet Falls to the Village of Portage du Fort, there are impassable rapids, the scenery being the grandest that can well be imagined. These rapids are about six and a half miles long, and the timber is taken past them by means of slides, constructed in the most solid manner and at a great expense. The rapids on the south side of the Calumet Islands are called the Rocher Fendu; the principal rapids on the north side are the Grand Calumet, the Derangè and the Sables.

Portage du Fort is a pretty and flourishing village, situated on a light, sandy soil; there is an excellent plank road leading from it to the head of the Calumet Rapids, from which point a steamer runs to Pembroke, a distance of thirty miles.

It may be observed here that, on the arrival of the steamer Oregon at a point on the Upper Canada side, nearly opposite Portage du Fort, there is a way of reaching Pembroke by an excellent wagon road, which brings the traveller to a small steamer plying on Muskrat Lake, which takes him to within a short distance of Pembroke; the travelling public

by this route is indebted to Mr. Gould for the convenience which it affords.

Leaving Portage du Fort in the Oregon steamer, we soon arrive at a series of rapids called Les Chenaux (Channels); the river is here divided into several channels by a variety of small islands, covered with wood, between which the water rushes with great swiftness, but unless in the very high water of early spring, the steamer breasts the current gallantly; the Chenaux Rapids are at the head of Lake Les Chats, a beautiful expansion of the river. The origin of the name of this lake has occasioned some controversy. It has been said that the early French voyageurs merely translated the Indian name, and that the Indians had so called the lake and the rapids at its foot from the fact that the Wild Cat was a common inhabitant of the neighboring forests;—others will have it that it was named from the blossom of a shrub, bearing a resemblance to the "catkin" of the old world, the "pussy-cat" of country children in England;—others say that it derives its name from the resemblance of the rapids to the extended claws of a cat; we do not pretend to settle the controversy, but incline to think that the first reason is the more probable.

Into Lake Les Chats are discharged on the Upper Canada side the River Bonne-Chère, about one hundred and ten miles in length, draining an area of nine hundred and eighty square miles; the Madawaska, one of the largest of the tributaries, two hundred and ten miles in length, draining an area of four thousand one hundred square miles; and the Missis-sippi, one hundred and one miles long, draining an area of one thousand one hundred and fifty square miles. These are three of the largest timber producing tributaries of the Upper Ottawa.

Lake Les Chats is about sixteen miles long, and varies in breadth from one to four miles. The scenery is very pretty, a number of small, wooded islands being scattered over its placid surface, and from the fact that the lake is perfectly straight, they are all in the field of vision at once.

At the foot of Lake Les Chats the navigation of the River Ottawa is again totally arrested by a series of remarkable rapids, from which the lake derives its name. The whole volume of water in this great river, here not far from a mile wide, is barred in a diagonal direction by a huge ledge of limestone rock, over which the water pours in white foam, and with a stunning noise, from a height of fifty feet, in thirty-three distinct falls in high water, and in fifteen, when the water is low during the Summer heats. These falls are separated by islands. Many of these cataracts are highly picturesque; over every one of them there pours a volume of water, at least equal to that contained in the Teign, Dart or Tavy, in Devonshire, five miles from their mouths. Each separate cascade, if in England, would attract as many visitors as the celebrated Fall of Lodore, which is a mere rain-water spout compared with Les Chats. The beauties of these falls can all be seen at once, as the Emerald Steamer passes slowly along them, from Fitzroy Harbor on the Upper Canada side to the wharf at the other extremity of the falls in Lower Canada. The great beauty of these falls is, that all the rocks between the cascades are covered with trees, many of them of great size, and this gives them the appearance of islands.

On one of these falls, on the Lower Canada side, stands the magnificent Saw Mill, recently erected by John Egan, Esq., M. P. P., for the County of Pontiac, which, with the necessary dams for ensuring a supply of water, cost £40,000.

It is now time to describe the mode in which this formidable obstruction to the navigation is overcome. On landing from the steamer at the foot of Lake Les Chats, we find ourselves on a convenient wharf, and are presently invited to take our seats in an open carriage, drawn by two horses, tandem fashion, and soon find ourselves travelling at a pretty sharp trot along a railway track. This extraordinary railway is built across the barrier of rock on piles of squared trees; these trees have been laid across each other horizontally and longitudinally, in alternate layers, until the required height was obtained; in order that the track may be level, it has been necessary, in many places, to raise the pile of timber over twenty-five feet from the ground; there is no railing or fence of any description at the side, but during several years that this extraordinary road has been in operation, no accident has ever occurred on it, such has been the care and caution with which it has been managed.

On arriving at the other end of the railroad, which, by the way, is three miles long, we find that we have to descend a long flight of stairs to the wharf below; these stairs are built in a warehouse belonging to the steamboat company, and are necessary because there

is about seventy feet of difference between the level of the railroad and that of the river below.

Descending these stairs we find ourselves on a large wharf alongside which lies the steamer Emerald, on which we embark and steam at a rapid pace down the beautiful lake known as Lake Du Chene or Lake Chaudiere, to Aylmer, a pretty village on the Lower Canada side, eight miles from the City of Ottawa; at Aylmer the steamer stays her downward course, on account of several rapids below, and the passengers are brought into Ottawa by omnibuses, over a very smooth and excellent Macadamized road.

We may here mention that at this present time the government of Canada is cutting a canal through the rocky barrier at the Chats, which will be completed in about two years; this canal will then directly connect the waters of Lake Du Chene and Lake Des Chats, and will form a link in a chain of inland water communication connecting the St. Lawrence with the waters of the Upper Ottawa, as far as the great obstruction presented by the Calumet Rapids.

Just below the Chats Rapids, on the South side, is the mouth of the Carp, a small stream, at a village named Fitzroy Harbor, and almost immediately opsite, on the north side, in the township of Onslow, is the mouth of the Quio, also a small river, but one important in the annals of lumbering, as it produces some of the most magnificent white pine timber in the world. The whole lumber trade of this river is in the hands of the great firm, Egan & Co., who are the absolute owners of twelve thousand acres of land on its banks, and have mills and large establishments at its mouth.

The Chaudiere Lake is about thirty miles in length winding southward towards its upper end, and is from one to two miles in breadth. The land for the first ten or twelve miles, from Ottawa City, on the Upper Canada side, is remarkably fine, and well settled and cultivated; there are some fine farms along the river side, and some gentlemen's houses, with large ranges of outbuildings, a fact conveying a high idea of what nature has done for these truly beautiful townships. Beyond this, and towards the Chats, the south coast is low, and the soil not so good, being light and sandy, but is very superior a little further back; on the Lower Canada shore the soil is also excellent, and on the road from Ottawa to Aylmer and above it.

At a short distance below Aylmer the Ottawa begins to close in and the stream to become rapid and turbulent. The interruption to the navigation continues for upwards of five miles, in which we find three short but distinct rapids, the Du Chene, the Remmoks, and the Little Chaudiere; these rapids have together a descent of about sixty feet over a bed of dark limestone, until at length the mighty stream pours in thunder over the rocks which arrest its progress at the City of Ottawa, forming the well known Chaudiere Falls.

At the easterly boundary of the city, the Rideau pours over a high rocky bank into the Ottawa, on the Upper Canada side; this river has a westerly course for one hundred and sixteen miles, and drains an area of one thousand three hundred and fifty square miles.

About a mile lower down, on the Lower Canada side is the mouth of the Gatineau, the largest of all the known tributaries, and itself receiving tributaries which would be called great rivers in any country but this; one of them, the Jean de Terre, is known to have a course of one hundred and seventy miles. The Gatineau is tolerably well known for about two hundred miles of its course, but the remainder, supposed to be two hundred and forty miles more, penetrates into the unknown northern forests. At two hundred and seventeen miles from its mouth, the furthest point surveyed, the Gatineau is still a noble stream, at least one thousand feet wide, diminished indeed in depth, but little in width. The Gatineau is supposed to drain an area of twelve thousand square miles, and from the great volume of its waters, no doubt discharges those proceeding from some large, but as yet unknown, inland lakes.

A small river, La Blanche, is discharged at a few miles below the Gatineau, and again a few miles below that is the mouth of the River Aux Lievres, having a course of about two hundred and sixty miles, and connected with a chain of small lakes, which are themselves connected with the River St. Maurice, another large, wild stream, which unites with the St. Lawrence at the old town of Trois Rivieres, half way between Montreal and Quebec.

The next tributary is the North Nation, and almost opposite on the Upper Canada side, the South Nation, each stream having a course of about one hundred miles.

Below the North Nation is the mouth of the River Rouge, with a course of ninety miles, and below that the River du Nord, with a course of one hundred and sixty miles.

No tributary now occurs until at a quite short distance from the mouth of the northern branch of the Ottawa, below the Island of Montreal, it receives the river L'Assumption, having a course of one hundred and thirty miles.

From the City of Ottawa the river is navigable for steam-boats till we reach Grenville, fifty-eight miles below, where the navigation is interrupted by a rapid twelve miles in length. This rapid is avoided by a succession of canals constructed by the military engineers of the Imperial Government; these canals, made many years ago, are not sufficiently large to accommodate the steamers plying between Montreal and the City of Ottawa. Until lately passengers were conveyed across the middle distance, over the worst road in the Province, by stages of the most uncomfortable description; there is now a railroad, which will eventually form part of the line projected from Montreal to Ottawa City, a fact which conduces considerably to the comfort of passengers. On leaving the rail car at Carillon, the traveller finds himself steaming down the Ottawa, and there is no further obstruction to the navigation, except the short rapid at St. Anne's, which is avoided by one lock, on the north side; the steamer then proceeds till the point is reached at which the confluence of the Ottawa with the St. Lawrence takes place, forming Lake St. Louis, at the western extremity of the Island of Montreal. The steamer disembarks her passengers at La Chine, nine miles from Montreal, which they reach by rail.

The main stream of the Ottawa is divided into three, by the intervention of Isle Jesus and Isle Montreal. The branch which passes between the main land and Isle Jesus, and that which passes between Isle Jesus and Isle Montreal, are full of rapids, passing under various names, but the north branch is the channel by which all the Ottawa lumber finds its way to Quebec; this branch is about thirty-one miles long. It cannot, therefore, be said that the waters of this great river are finally merged into those of her greater sister until the junction of the two northern branches, at Bout de l'Isle, one hundred and thirty miles from Ottawa City.

It is evident that the most prominent characteristic of the Ottawa is its great volume; the great length of its tributaries, and the large extent of the area which they drain, is a sufficient proof that they form the discharges of large inland lakes, lying at and around their own head waters, in that unknown and unexplored country in which also are the feeders of the St. Maurice and the Saguenay. Even above the City of Ottawa, though it has then to receive tributaries equal to the Hudson, the Shannon, the Tweed, the Spey and the Clyde, it displays, where unconfined, a width of half a mile of strong, boiling rapid and in Spring, when the waters of the river are at their highest, from the rains and the melting of the Northern snows, an approximate calculation shows that the volume of water passing over the Chaudiere Falls, is equal to that of the great wonder of the world at Niagara, or double the common volume of the Ganges.

Many small streams and creeks which empty themselves into the Ottawa have not been mentioned, but if fourteen only of the best known tributaries are taken, it will be seen that they contain more than three thousand miles of course, and drain an immense area of country; many of these tributaries are longer and larger than many of the longest and largest of the rivers of Europe, and any one of them flowing in a country of the old world, would, long ere this, have become famous in song, in story, and in art.

In a general view the Valley of the Ottawa is a region eight times the extent of Vermont, ten times that of Massachusetts; it is drained by a noble river equal to the Rhine in its length of course, and to the Danube in magnitude; the greater part of this noble valley is covered with a luxuriant growth of forest trees, particularly of red and white pine; the harder woods exist in abundance, but owing to the greater profit hitherto to be derived from the manufacture of white and red pine, little attention has been paid to oak, ash or elm; the soil is in general of excellent quality, and all the townships bordering on the river, and back on the course of several of the tributaries are very fairly settled. This immense tract overlies a variety of geological formations, and presents all their characteristics, from the level uniform surface of the silurian system, which prevails along a great extent of the south shore of the Ottawa, to the rugged and romantic ridges in the metamorphic and primitive formations

which stretch far away to the north and north-west.*

Of the glorious forest scenery, it is hardly necessary to speak, for every one has heard of it; there may be more beauty of form in the graceful and feathery palm, in the fragrant magnolia, the boast of tropic climes, but whether in the stern and gloomy grandeur of the pine forests, or in the exquisite beauty of coloring that distinguishes the hard wood groves when autumnal frosts have lighted up their leaves with all the splendors of crimson and gold, or a combination of them all, when the dark green foliage of the pines forms a background to the scarlet maples;—but then, truly then, there is nothing in nature more grand or beautiful, no scene more lovely, than a Canadian forest in the autumn tide.

* While the numerous and rapid tributary streams afford water-power sufficient for all the factories of the world.

CHAPTER II.

THE CITY OF OTTAWA.—ITS HISTORY AND GROWTH.—THE TRADE OF THE VALLEY.

The present City of Ottawa,—it only changed its name about eight months ago, by virtue of an Act of Parliament, and is still better known to this day, as Bytown,—was founded about the year 1827, in consequence of the determination of the Imperial Government, to open an inland water communication with the Upper Lakes, in order, that if, at any future period, there should be war with the United States, England would possess the means of transporting troops, ammunition, and provisions, by a route beyond the power of interruption by the enemy. It derived its name of Bytown from Colonel By, the officer of the Royal Engineers charged with the construction of the canal necessary to effect this communication, and was at first a mere collection of temporary wooden buildings, erected to serve as officers' quarters, barracks for the Royal Sappers and Miners, store-houses, and offices.

The first grant of land on the River Ottawa was made in the year 1674, under the old French *regime*, to Monseigneur Francois de Laval, Bishop of Quebec, in what is now the county of Two Mountains, but it was not settled for many years after. Long previous to this grant the Ottawa River had been explored by the French, who had made their way up this noble stream to the Matawan, and thence by way of Lake Nippissing and French River, to Lake Huron. The waters and shores of the Ottawa were, in these early days of European settlement, the scene of many a fierce conflict between the Ottawas and Iroquois, two powerful Indian nations, the French siding with the latter; and relics of their fights, in the shape of broken swords, bullets, arrow-heads, and rusted fire-arms, have often been found; a few specimens of these old weapons are to be seen in the Museum of the Mechanics' Institute in the City of Ottawa.

The first permanent settlement on the Ottawa, near the present city, appears to have been that made by Philemon Wright, a native of Woburn in Massachusetts, who emigrated from that State in the year 1800, and settled at Hull, a village on the Lower Canada side, nearly opposite Ottawa. Mr. Wright may be called the father of the Ottawa country. It is a singular fact that a female relation of Mr. Wright, landed from the canoe, when the adventurous settlers brought their long voyage to a close, cut down the first tree, in order to boil the kettle for the evening meal, and lived to be present at the launch of the first steam-boat, built to ply on the waters of the Upper Ottawa. The Wright family received from the government large grants of land, and were the pioneers of the lumber trade, having taken the first raft to Quebec in the year 1805.

From this date the settlement of the Ottawa River proceeded with more or less rapidity, being to a great extent influenced by the fluctuations in the demand for timber, until the small settlement of Mr. Wright, and a few made by the French Canadians on the Lower Canada side, nearer to Montreal, has expanded, in the year 1855, into several thickly settled counties, with one large and fast increasing city, and many populous villages.

The City of Ottawa is the most beautifully situated, except Quebec, of any of the Canadian cities, and is surrounded by the most magnificent scenery, striking from its variety, and imposing from its sublimity. The view from the top of the Barrack Hill is unsurpassed in extent and beauty. This hill rises to a great height above the level of the river, which it immediately overhangs, and is nearly in the centre of the city. Standing on it we have in front the broad expanse of the noble river, bearing on its

bosom the huge rafts, like floating islands, the produce of our forest industry; we see the richly wooded country opposite, backed by the mountain chain which separates the Valley of the Gatineau from the Valley of the Ottawa, and is a spur of that vast range of mountains, the backbone of Canada, which stretches far away through the forest wildernesses to the north of the St. Lawrence, passing behind Quebec and reaching the Saguenay. On the right hand we have the Lower City, on the left the Upper City is spread before us, stretching away in a somewhat straggling fashion, till we see the last houses peering over the tree tops close to the Suspension Bridge which spans the great chasm into which the Chaudiere rapids pour their mighty volume of water, and connecting Upper and Lower Canada. The Suspension Bridge is a very handsome structure consisting of a platform attached by wire rods to eight massive wire cables, which, passing over the summits of four large pillars, handsomely constructed of Trenton limestone, are securely fastened into masses of masonry; the remainder of the distance across the river, is bridged by arches, from rock to rock. The Suspension Bridge was built at the expense of the Provincial Government, and cost £16,612. A small toll is charged on passing animals and vehicles, but foot passengers are exempt.

Still standing on the Barrack Hill and looking over the Suspension Bridge, we see the volumes of mist and spray rising from the great Chaudiere, and beyond that the river again expands to more than a mile in breadth, and is studded over with many wooded islets. A more beautiful view it is hardly possible to imagine; in grandeur it is inferior to Niagara; there, the attention is drawn to one overpowering object; here, with much of sublimity, there is more of variety; the eye is not fatigued, but wanders from one object to another, finding new beauties in each. The best general idea of what may be seen from this point is represented by the illustration.

The City of Ottawa may be said to occupy the summits of two hills, separated by the Rideau Canal, over which there is a stone bridge of a single arch, erected by the Royal Engineers at the time the canal was constructed; over this bridge the whole traffic of the Ottawa has now to pass, and that traffic is increasing so rapidly, that in no very long period the construction of another bridge will be imperatively necessary.

The city has three natural divisions, the Lower, Central, and Upper Town, and within the last two or three years quite another suburb has sprung up close to the Chaudiere Falls in consequence of the erection there of several saw mills, and a large foundry.

In the Lower Town are the principal mercantile establishments; the Court House and Jail; the Roman Catholic Cathedral; the Nunnery, attached to which is a Hospital; the Roman Catholic College; the residence of the Roman Catholic Bishop; the Protestant Hospital; two Protestant Churches; the office of the Registrar of the County; the terminus of the Prescott and Ottawa Railway; the wharf at which the Montreal and Ottawa steamers land their frieght and passengers; British Hotel, and many others, also the principal Public Market.

In Central Ottawa, of public establishments, are, the office of the Royal Engineers, at which all the business of the Rideau Canal is conducted; the Post Office; the Mechanics' Institute, Library, and Reading-Room; and in the same building the Library and Geological Collection of the Silurian Society; the City Hall, where the municipal corporation hold their meetings; the Temperance Hall; the Orange Association Hall; the Telegraph Office; the Methodist Church; the Barracks, at which a small body of pensioners is stationed, and where is also the residence and office of the staff officer in charge of the district; and a first class Hotel in course of erection. This part of the city is rapidly increasing in size and importance, and contains the handsomest blocks of stone buildings in the city.

In Upper Ottawa are, the Episcopal Church, the Presbyterian Church; a small Roman Catholic Chapel; the Crown Timber Office; and the Theatre, a large building now in process of erection, and completed, all but the internal fittings.

The streets in Ottawa are laid out with great regularity, and the principal thoroughfares, with very wide carriage ways, Macadamized, and the sidewalks for foot passengers of ample width, and well planked. In a new city as this is, only very recently endowed with sufficient municipal institutions, much of public improvement remains to be effected. During the last few months a Gas Company was formed, and perhaps by the time this work has passed through the press, the streets will be lighted up; the gas works are erected and most of the main pipes laid.

The inhabitants are supplied with water for manufacturing purposes, for washing, and so forth, from the river, and there is no purer or better water than that of the Ottawa, many persons preferring it to that of the wells for drinking, the well water being rather hard. There will be no difficulty in supplying the town hereafter, by a system of water-works, from the higher level of the river above the city. The subject has been for some time before the municipal authorities, who have had plans laid before them.

At the time the last census was taken, in the year 1852, there were in the City of Ottawa, 1,213 houses; 180 shops and stores; 14 schools; 7 public buildings; 8 places of worship.

In the three years that have elapsed since the census was taken, many more buildings have been erected, and of a much better class; building material is far cheaper in the City of Ottawa, than in any other city in the Province that we know of; the timber and the stone are at the doors. The stone is a beautiful blueish gray limestone, known to geologists as "Trenton" limestone; is easily worked, and durable, provided care be taken to avoid working up the superficial *strata;* stone is, in fact, a cheaper building material here than brick.

The population of the City of Ottawa, according to the last census, was 7,760 souls; but in the opinion of parties best qualified to judge, it has advanced to upwards of 12,000; since the census was taken, not only have a very great number of houses been built, proving that much additional accommodation was required, but several very large mills have been erected, giving employment to some hundreds of men. Besides this, there is a constant stream of people passing through the city, in the fall and spring, of lumbermen going to their work in the woods, and in spring and summer returning with their rafts, all adding to the trade of the city, and consequently to its prosperity.

Of the immense trade of the Ottawa Valley, some idea may be formed by the statement of a few facts.

One firm on the River Ottawa, that of John Egan and Company, engaged in the lumbering trade, do business to the amount, annually, of from £200,000 to £250,000. The usual average consumption of this firm in produce, is from 8,000 to 12,000 barrels of pork; from 10,000 to 15,000 barrels of flour, and from 75,000 to 90,000 bushels of oats and provender. To this, in proportion, must be added, tea, tobacco, salt fish, molasses, potatoes; blankets, coarse clothing, hats, boots, moccasins, and many personal requisites for the men; hay; axes, augurs and other tools; cooking and eating utensils; anchors, chains, cordage, raft sails, canoes, and small flat bottomed boats, technically called "buns," with many other articles.

This same firm commonly gives employment to about 2,000 men, whose wages vary according to their capabilities, and to the demand, from $14 to $20 a month, exclusive of their provisions, blankets, and the necessary implements used by them. Until the past season, when they declined somewhat in consequence of the depression in the timber trade, wages had risen to such a pitch on this river, as to be almost unbearable, many of the highest class lumbermen receiving from $24 to $30 a month.

In a good season the firm of John Egan and Company employ 1,600 horses and oxen.

The great and wide-world known firm, Allan Gilmour and Company, of this city, do business to an almost equal extent, and Joseph Aumond, Esq., also of this city, to about three-fourths of what is done by Gilmour and Company.

During the five years ending in 1852, the three firms, Egan and Company, Gilmour and Company, and Joseph Aumond, paid to the Provincial Government, in duties on the timber cut by them, in rent of timber limits, and in slide dues, £118,232 13*s.* 10*d.*

During a very few years past, the firm of Egan and Company expended upwards of £25,000 in improving the navigation of rivers on which their lumbering operations were carried on.

On one tributary alone, the Gatineau, the mouth of which is nearly opposite the City of Ottawa, the firm of Gilmour and Company constantly employ a thousand men, their average consumption being £10,000 a year, for pork, flour, grain, etc., and their expenditure in improvements on this river not less than £10,000, and we believe this does not include the cost of a stupendous saw mill which they have recently erected.

Besides these, who may be called the princes of the trade, there are scores of others; the McDonalds, of Sand-Point; Supple, of Pembroke; Poupore, of Chichester; Conroy, of Aylmer; Skead, of Ottawa; McLachlan, of Ottawa; John and David Brown, of

the Madawaska; William Morris, of the same river; the Airds, MacConnells, Mackays, Moffatts, Bells, Dixons, McCards, Johnsons, McDougal, and a host more, but all those here mentioned are men largely engaged in the trade.

Another fact to show the extent of the trade is this, that during some ninety or a hundred days, in the winter season, after sufficient snow has fallen to make the roads passable, some five hundred teams of horses are daily on the road, passing and repassing, on their way to and from the lumbering establishments above the City of Ottawa.

We do not care to go much into statistical details; our only object is to show that the trade of this section of the country is a great trade, and an increasing one.

According to recent returns, to omit a too minute calculation, in round numbers, *one-fifth* of the whole revenue of the Province is yielded by the export and import trade of the Ottawa, and the Ottawa has received far less of the benefit resulting from the expenditure of the public moneys, than many portions of the Province, which are, in fact, a dead weight, claiming all, and returning none. One hundred and sixteen thousand pounds, was, in round numbers, all that the men of Ottawa ever obtained for improvements from the Provincial Parliament, a sum, by more than two thousand pounds, less than that paid into the revenue by three lumber firms on the river, in five years; out of this sum only £10,000 is unproductive. The men of the Ottawa pay the one-fifth part of the revenue—they have received the one-fortieth part of the expenditure. *Fiat Justitia.*

It is quite true that a late Parliament has voted moneys for the improvement of the navigation of the river, and that under able hands those improvements are going on, but as the benefit has not yet been received, it is too early to make acknowledgments; and the Ottawa men have ever present before them the fact, that while the public moneys have afforded £116,000, for improving their noble streams, they themselves, of their own private enterprise, have expended more than a quarter of a million of pounds. The Ottawa may be proud of her children, for their own stout hearts and strong arms have given her a name in the land.

It may be safely calculated that there are employed on the Ottawa, in the lumber trade alone, 20,000 men, and that their wages amount to about one million and a quarter pounds, currency, a year.

The value of produce exported from the Ottawa, nearly all of which passes through the City, cannot at this day, be less than one million of pounds in value; the official returns for 1852, placed the traffic above the city at £811,574, but it has wonderfully increased since that time.

It is useless to give the returns from the Custom House in the City of Ottawa; they would throw very little light on the trade, inasmuch as a very great portion of those articles, subject to duty, are entered, and pay the duty in Montreal or in Prescott. A quite recent arrangement enables parties to forward goods to this city in bond.

If we have not, in the given facts, stated enough to show that in the matter of trade, Ottawa is a most important and rising city, we shall have spoken in vain.

In manufactures, there are not either a very great variety or a great amount to boast of. There are however, a number of splendid saw mills within the city limits, while on the river their number is almost "legion;" Egan's, Gilmour's, Harris and Bronson's, Young and Winn's, Thompson's, Hamilton's and others, being among the largest in Canada; there are tanneries, breweries, distilleries, founderies, and in fact almost every description of work can be done in this

The city can boast of one tri-weekly paper, the "*Canadian Monarchist*," which has also a weekly edition; the *Citizen*, *Times*, *Tribune*, and *Gazette*, weeklies. There are two literary institutions, the Mechanics' Institute and the French Canadian Institute; the latter has only recently been established, and we know little of its proceedings; the former has been established for some time; lectures are delivered weekly under its auspices, during the winter months, and it possesses an excellent Reading-Room, well furnished with English, Canadian, and United States Journals and Periodicals, and a very fair Library. In the same room is the Library of the "Silurian Society," formed for the purpose of promoting city, as well as it can be in any other part of Canada. geological science, and a small, but very beautiful illustrative collection of geological specimens; for this the people of Ottawa are mainly indebted to Mr. Billings, whose reputation as an accomplished geologist, has reached older countries than "this Canada."

The government of the City of Ottawa is vested in the hands of the Mayor, Aldermen, and City Councillors, elected annually by the people. The city also returns one member to the Provincial Parliament.

A very small military force, some twenty-five men, is stationed here, whose services are available in aid of the civil power, but so peaceful is the city, that they have not yet been required. By a recent Act of the Provincial Parliament, for the reorganization of the Militia of Canada, three companies of volunteers will be enrolled in this city, and yearly trained; one battery of field artillery, and two companies of rifles, one hundred and seventy-six men, in all. There are also three volunteer Fire Companies, always on the alert, and having done good service, though, fortunately, this city has never yet been visited by any thing like an extensive conflagration.

CHAPTER III.

THE CITY OF OTTAWA, AND HOW TO REACH IT.

Let us suppose that the tourist desires to make personal acquaintance with the beauties and the advantages, of the Ottawa; from the City of New York, the general route of pleasure travel is *via* Saratoga, Niagara, down the St. Lawrence, to the Thousand Islands, passing through the Thousand Islands down to Ogdensburgh, N. Y., or Prescott, directly opposite, on the Canada shore of the St. Lawrence. Prescott is the terminus of the Ottawa and Prescott Railroad. Distance from Prescott to Ottawa City, fifty-four miles, over one of the smoothest, best built railroads on the continent. Superintendent, conductors, and all parties connected with this road are attentive, obliging, and always ready to afford any information relative to railroads, steamboat lines, etc., to parties who make inquiry of them. After visiting all the points of interest in the immediate vicinity of Ottawa City; if the tourist desires to see the Upper Ottawa, he must inquire whether that is the day for the upward boat. If it is, he leaves Ottawa early in the morning, reaches Aylmer, a beautiful village on the Lower Canada side of the river, after an hour's drive, and there finds the Emerald steamer ready to let go from the wharf. On his arrival at the Chats, he reaches the head of Lake Du Chêne, is transferred to that primitive railway, spoken of by us in our first chapter, and having experienced some little trepidation, as first passers over it always do, reaches the wharf at the lower end of Lake Chats, where the "Oregon" is ready for him. In the "Oregon" he ascends Lake Chats, and passing the beautiful Chenеaux, reaches Portage Du Fort. Here he has a choice; if he does not wish to go any farther he can take his carpet-bag to Julien's Hotel, a very good one by the way, and will have ample time to look at the glories of the grand Calumet, one of the "wickedest" rapids on the river; see the cribs passing through the slides; collect some beautiful specimens of mica, combined with feldspar, and quartz, and of the lovely white or pink statuary marble to be found in every direction; have a good night's rest, and start by the same steamer on his return in the morning.

The other plan is to stop at Gould's wharf on the Upper Canada side of the river, a little before arriving at Portage du Fort; take the wagon which will be found waiting, drive over the Portage to Muskrat Lake, where there is a small steamer, which, with another short wagon portage, will bring him to Pembroke; at Pembroke he will sleep; there is a steamer, the "Pontiac," which will take him on some forty miles to Les Deux Joachim, where, in Mr. Tiberius Colton's most hospitable hotel, he will find himself perfectly at home, and at the extremity of civilization; it is the last Post Office! If he be very valiant, be indifferent to the dangers of rapids; able to do his share in paddling or portaging; have a grim contempt for all the luxuries of life, and a fierce affection for pork and biscuit, and be able to procure a canoe and voyageurs—then he can go ahead; Mr. Colton will see that all the necessary arrangements are made to enable him to make his way far up the dark Ottawa. Then he can go on, see the wild Rocher Capitaine; the Deux Rivieres, the Cave, and the Montagne; see the beautiful fall of the Notawissi, pass the mouth of the mysterious Keepawa-sippi, and make his furthest upward camp-fire at the head of Temiscaming.

But we will suppose that you have been adventurous enough to penetrate into the wilds where her Majesty's mails do not reach, or, less valiant, that you have remained at Portage Du Fort, gazing your fill at the wonders of the Grand Calumet, still you have to come back again; and as far as the City of Ottawa, you must return by the way you came. Arrived at Ottawa, there is a choice before you. If

you came to that city by the Ottawa and Prescott Railroad from Prescott or Ogdensburg, you can get on board the steamer "Phœnix" at Ottawa City and descend the Ottawa, to Grenville, there a train of cars will be in waiting, which will take you twelve miles to Carrillon; arrived at Carrillon you will find the steamer "Lady Simpson," which boat will take you to Lachine. Between Carrillon and Lachine, the navigation is interrupted by the rapids of the St. Anne, a point rendered famous by the fact that the great Irish poet, Tom Moore, wrote in reference to its rapids his much admired "Canadian Boat Song":—

"Row, brothers, row, the stream runs fast,
The rapids are near, and the daylight is past," &c.

The steamer Lady Simpson is locked past the rapids, at St. Anne's, then continues down the Ottawa, through the lake of the "*Two Mountains*," to Lachine; thence by railroad nine miles, to Montreal; arriving at Montreal the same evening. The scenery by this route is very beautiful and interesting.

But should the tourist wish to descend the rapids of the St. Lawrence to Montreal, from Ottawa City, he can go by the railway cars to Prescott, and when he has arrived at Montreal he will acknowledge that he has experienced a sensation the more; and in these very prosaic days, and among such dreadfully matter-of-fact people, a new sensation is a thing not easily picked up. If you do not wish to go to Montreal, you can either take the steamer at Prescott, *en route* for Kingston, and the upper lakes, or you can cross by the ferry-boat to Ogdensburgh, and so to Boston, New York, or wherever in the United States, railways will carry you. For railway routes, see railway map connected with this work.

But suppose the traveller choose the route to Montreal, by either of the modes we have pointed out, after visiting *Quebec*, and other places of interest, what is open to him then? He can go directly by the Grand Trunk Railway to Gorham Station, New Hampshire, which is in the immediate vicinity of the White Mountains, New Hampshire; from Gorham Station to Portland, Maine; thence to Boston, or visit any of the watering places on the seaboard, and return to Boston or New York.

If at Montreal the tourist wishes to reach Quebec, he has two ways open to him; he can take the steamer or the railroad; when at Quebec there are all the curiosities of the old town to visit, places whose names will live in history while the world lasts. There are all the scenic glories of the neighborhood. From Quebec he may visit the watering places on the Gulf; pass between Capes Trinity and Eternity into that wonderful Saguenay, and if he like and be in season, enjoy as first rate salmon fishing as there is out of the Shannon. Returning to Quebec, he can take the route to the White Mountains, and then go southward, either by Portland or by the railways, down the beautiful Valley of the Connecticut River, to the City of New York.

We have thus shown how travellers, in a summer tour, may make a vast circuit without going over much of the same ground twice, a thing to which men who travel for pleasure, have generally a great objection.

There are no steamboats better managed, with more careful captains, engineers and pilots, or more attentive and civil stewards and servants, than those on the Ottawa River; we have never yet heard of an accident occurring to any one of them. The general cleanliness of all of them cannot be surpassed, and the meals served up on board of them are all that the most fastidious person would require.

The Ottawa and Prescott Railway passes through a pleasant tract of country, and is a safe road, and the carriages run over it with less of unpleasant motion than on most railways on this continent.

The enterprising citizens of Ottawa are intending to form a joint stock company, to build a large and commodious first class hotel, for the accommodation of summer pleasure travel. The City of Ottawa possesses some good hotels, at which good accommodation can be found at a reasonable price, and is in immediate telegraphic communication with every part of the United States and Canada.

CHAPTER IV.

THE CITY OF OTTAWA.—THE IMMEDIATE SCENERY.

The scenery in the immediate vicinity of the City of Ottawa, is generally very grand. As seen from the river, the first object that strikes the eye of the stranger is the Fall of the Rideau. The River Rideau, as we noticed in the general description of the course of the Ottawa, is about one hundred and sixteen miles long, rapid, and not very wide; it empties itself into the Ottawa a short distance below the city, falling in a clear and beautifully transparent sheet over a smooth and quite perpendicular bed of blue limestone, from a height of fifty feet. The river derives its name from this fall, the *Rideau*, or curtain. The fall itself is divided into two portions by a small rocky islet. From water-power afforded by this fall advantage has been taken to erect in New Edinburgh, a suburb of Ottawa, saw, grist, and woollen mills, and close by is the beautiful residence of the Hon. Thomas McKay, a member of the Legislative Council of Canada, an early settler on the Ottawa, and one of its most esteemed residents.

The next object of notice is the mouth of the Rideau Canal. We have already explained the reason for the construction of this canal; its course runs for 126 miles from the City of Ottawa to Kingston; 458 feet of difference of level between Lake Ontario and the Ottawa, being overcome by 47 locks, 134 feet long and 33 feet wide.

Eight of these locks, rising one above the other, are visible to the spectator, either looking up from the river, or down on it from Sapper's Bridge; a view, in each direction, is included among our Plates.

The masonry of the locks on the Rideau Canal is generally much admired, not only for its massiveness, but for the beautiful workmanship; and indeed, with such stone as abounds in the neighborhood of Ottawa, so exquisite is the color, so easily is it wrought, and in such vast blocks can it be procured from the quarry, it would be wonderful did the city not show fine buildings.

The Rideau Canal cost the Imperial Government nearly five millions of dollars; by a recent arrangement, this canal, and all the property in the neighborhood held by the Board of Ordnance, are to be given up to the Provincial authorities. Steamers ply regularly on the Rideau Canal, taking both freight and passengers, but the canal does not pay its expenses, the current of traffic being turned to the St. Lawrence route.

The next objects worthy the attention of visitors are the Roman Catholic Cathedral, College, and Nunnery, close together, and within three minutes' walk of the terminus of the Prescott and Ottawa Railway; these buildings are chiefly remarkable from their size, and the solidity of their construction, evidencing the wealth of the religious community by which they were erected.

While in Lower Ottawa the tourist would do well to visit a magnificent steam saw mill recently erected by Joseph Aumond, Esq.; it is one of the largest mills in Canada.

We have already spoken of the view from the Barrack Hill; it is certainly, excepting, perhaps, the view from Cape Diamond, Quebec, the most magnificent on this continent. Many tourists, men of much travel, many artists, prefer it to any view they have ever seen. The view up the Ottawa from the Barrack Hill is a subject for a Panorama, so lofty is the eminence, and so far to right and left does the vision sweep.

Our next Plate is a view of the mouth of the River Gatineau, a tributary of the Ottawa, debouching about a mile below the city on the Lower Canada side, after a course of some three hundred surveyed

miles, but known to be much longer; one of its branches, the Jean de Terre, has been surveyed for one hundred and seventy miles, and then not to its source. The Gatineau is one of the largest timber producing tributaries of the Ottawa, and on its banks are some of the largest saw mills in Canada.

Towards the left of the view in the accompanying Plate, under the range of mountains and a few miles from the City of Ottawa, is the famous "Iron Mountain" of Hull. This mountain is now being quarried out by an enterprising firm from Pittsburg, Pennsylvania, where the ore is sent to be smelted. The iron quarried here is of very superior quality; it is said to yield upwards of eighty per cent., and to give out steel hardly inferior to the best Swedish. Some idea of the vast bulk of the deposit of ore may be formed from the fact that thirteen men are bringing out upwards of twelve hundred tons a month, and it is calculated that there are on two hundred acres of land, owned by Messrs. Forsythe and Company, upwards of six millions of tons of ore. There is also in the quarry, interspersed among the iron ore, a large quantity of very pure plumbago.

Our next view is the approach to the Suspension Bridge, of which we have already spoken, and then the bridge itself, as seen from a projecting point of the shore, at a short distance below it.

The Frontispiece presents us with a "Bird's Eye View of the Chaudiere Falls." It will be easily understood that, so far as perspective goes, this is an impossible view; as much so as those views which assume to show us at once the whole *terrain* of Sevastopol, from Balaclava harbor to Fort Severnaia, from Kamiesch Bay to the Traktir bridge; but, still, though a departure from the strict laws of optics, it is calculated to give a correct idea of the extent of one of the grandest features in the scenery of Canada.

The Chaudiere Falls. Second only to Niagara in their extent, and in the height of the ledge of rock over which they fall, are the Falls of the Chaudiere, while the scenery around them is far more beautiful and varied, and the volume of water, in spring, enlarged as it is by the melting snows of the north, poured in from its many tributaries, is quite equal to that of Niagara.

The word *Chaudiere* is the literal translation into French of the Indian word *Kanajo*, the "Kettle," and is, like all other Indian appellatives, vastly suggestive, for the chasm into which the waters of the Ottawa discharge themselves is not unlike a kettle in shape, while the seething and frothing of the surface, in its continual whirl, assist in completing the resemblance.

The river at the Falls is about five hundred yards in width, the ledge of rocks which causes the Fall running in a very irregular fashion across the whole stream, and towards the Upper Canada side, reaching for several hundred yards in the horse-shoe form, which constitutes the "Kettle." Over this ledge of rock, varying from twenty to sixty feet in height, and particularly in spring, when the river is full, the dark waters of the Ottawa descend with a roar like that of distant thunder, audible on a clear and still night, for many a long mile; the air is filled with a fine spray, and here, as at Niagara, when the sun shines brightly out, the great kettle is spanned across with the vivid arch of the rainbow in all its glorious tints; indeed, at times, more than one rainbow is visible.

In the first two views the great "Kettle" is presented under two aspects; in the succeeding two, there is depicted an extraordinary chasm towards the Lower Canada shore, which the Ottawa people call the "Lost Chaudiere;" strange to say, into this chasm, formed by walls of solid limestone rock, in strata so regular that they almost appear to be the work of art, a volume of water is continually poured, quite equal to that of many a river, which in the old world would be called a large one, and stranger yet, there is no visible way of outlet; the chasm is completely separated from the rest of the Fall, isolated and inclosed by solid rock; the outlet is, of course, by some subterranean channel, but at what point this mysterious passage communicates with the main river, has never been ascertained. This part of the Fall always excites the curiosity of strangers.

In the early days of lumbering all the timber cut in the forests above the Chaudiere Falls, was allowed to float over them; since the introduction of "*slides*," it is more safely and more cheaply conducted past this great obstruction.

There are two slides at the Chaudiere, one on the Upper Canada and the other on the Lower Canada side of the Fall; a "crib" of timber, twenty-two feet wide and containing from twelve to twenty sticks of pine timber, from fifty to ninety feet long, descends these slides with ease and safety. The slides are the

property of the Province, and a small toll is paid for their use.

Until lately it was not an unfrequent occurrence, that the timber accumulated in a Bay above the Falls would break adrift, or that the raftsmen in attempting to guide a "crib" towards the entrance of the slide, would allow it to pass too far into the current, in which case it inevitably had to take the "great leap" into the Kettle. In general the men made their escape in a canoe, and allowed the timber to drift away, but instances have happened in which escape was impossible, and the poor raftsmen went down to their awful doom, with what horror of soul men may imagine who have looked on the terrors of the great Kettle in safety. One man once escaped; the crib on which he was, passed over the ledge into the Kettle, and of course broke up into single sticks; two men out of the four clung to the sticks, and were borne out of the whirlpool, underneath the bridge; one man was shaken off the stick, when it struck against the rocky island, and perished; the other clung still, and was rescued, a raving maniac, but afterwards was restored to reason.

A whole crib, with several men on it, was carried to the edge of the Falls, about two years ago; it was providentially low water, and the crib hung on the very edge. The excitement in town was intense; hundreds of men hurried down to the bridge, and it, and the surrounding rocks, were soon covered with a swarm of anxious and trembling sympathizers. One brave young man, Mr. Charles Wright, of Hull, the grandson of the earliest settler on the river, headed a band of daring men, who waded through the rapids at the shallowest part, just at the edge of the Falls, contrived to sling a weight with a fine line attached, to the raft; by this a stronger rope was taken across, and a pair of rough shears being rigged, the whole of the poor fellows were successfully swung across the mighty chasm, momentarily disappearing in the cloud of misty spray, and rescued from a fearful alternative, drowning or starvation.

The Plate opposite to this page shows the mouth of the slide on the Lower Canada shore, generally known as "Wright's Slide"; this slide was built by Mr. Wright, at a cost of some £12,000, and was purchased from him by the Provincial Government.

As a curiosity, and particularly so to a geologist, we have given a Plate representing a curious natural phenomenon, which is not uncommon on the Ottawa. The geological formation in the neighborhood of Ottawa is the tertiary, and the rock known as "Trenton limestone." But the river brings down, or at least in years gone by, has brought down, most probably imbedded in ice, huge boulders of a far harder rock; the current has carried these boulders towards the shore, and the waters receding have left them deposited on the softer rocks of the river side; it would appear that wherever these hard boulders have rested in a slight natural hollow, the high waters of succeeding spring, throughout a long period of years, have converted them into gigantic borers, grinding and grinding, until they have buried themselves fathoms deep in the solid rock. On the Upper Ottawa, near Lake Temiscaming, the writer of these pages found three of these extraordinary wells close to one another, at a considerable distance from the highest level to which the Ottawa now rises, the deepest of which was at least sixty feet, and about five feet in diameter, the "borer" or boulder still lying in the bottom. There were no means of descending the "well" to ascertain the character of the intrusive boulder.

The Ottawa produces many remarkable phenomena in geology, and in the Museum of the Silurian Society, and the private collection of Mr. McArthur, some most beautiful specimens may be found.

Faintly only have we done justice to the scenery immediately around the City of Ottawa; still more faintly have we indicated the varied beauties of the whole river, from its junction with the St. Lawrence near Montreal, to the head of Lake Temiscaming, the farthest point to which many travellers have yet attained.

In conclusion, we have one word to say. With the illustrations we have been almost too severely strict; we have not used the slightest artistic license, not even that of putting in a few trees, where no trees grow, for the sake of effect; in fact, we have done nothing for effect, but have endeavored to give true and faithful representations.

RIDEAU FALLS – FALLING INTO THE OTTAWA RIVER

Ottawa City Canada

J.H. Buffords Lith. Boston

VIEW OF LOCKS.

Entrance of Rideau Canal — Ottawa City, Canada.

VIEW FROM BARRACK HILL — LOOKING DOWN THE OTTAWA.

Ottawa City, Canada.

J. H. Buffford's Lith. Boston

VIEW FROM BARRACK HILL.

Ottawa river Canada.

Wm. S. Hunting del.

J.H. Buffords Lith. Boston.

JUNCTION OF THE GATINEAU With the
Ottawa river, Canada

J H Bufford's Lith Boston

THE APPROACH TO SUSPENSION BRIDGE.

Ottawa city. Canada.

Wm. S. Hunter del.

J. H. Bufford's Lith. Boston.

SUSPENSION BRIDGE OVER CHAUDIERE FALLS

Page Bros. & Mill, Victoria Square - Ottawa River Canada

THE BIG KETTLE—CHAUDIERE FALLS.

Ottawa river Canada.

Wm S Hunter del.

J.H Buffords Lith. Boston.

A PORTION OF CHAUDIERE FALLS, FROM THE NORTH

Ottawa river, Canada.

Wm. H. Hunter del.

J. H. Bufford's Lith. Boston.

THE CHASM . CHAUDIERE FALLS

Ottawa river Canada

J H Bufford's Lith Boston

VIEW FROM THE INTERIOR OF CHASM.

Chaudiere Falls. Ottawa river. Canada

Wm S Hunter h del

J.H Buffford's Lith. Boston

TIMBER SLIDE.

Wm S Hunter Jr del

On Hull side - Ottawa City Canada

NATURAL CURIOSITY. OTTAWA RIVER CANADA.

Two miles above Chaudiere Falls, on the Hull side

HUNTER'S

OTTAWA SCENERY

CANADA WEST.